# THE CONSORTIUM

Hosted by the Equation Group
CONSORTIUM-CARDINAL PROGRAM / 1986-ASTRA'S ARREST, 2008

In 2013, CIA Director John Brennan tasked the Equation Group with the illegal hacking of the Senate Armed Services Committee, searching for whistleblower testimony about black sites and torture programs (he got caught and admitted to it).

Equation Group found what he was looking for. And with it, something much bigger.

Buried in airgapped files were dozens of classified testimonies about multi-year investigations into programs codenamed "Cardinal," and an aerospace partnership called "the Consortium." Among them, FBI whistleblower testimony about ASTRA and an infamous blackmail letter.

Which had only been legend till now.

In 2008, a Greek hacker called ASTRA was arrested for stealing €400 million in aerospace technology from French firm Dassault Aviation. Strangely, the American FBI led an international manhunt. His real name was sealed and he received a six-year sentence. All facts.

But intelligence sources have always said he never served time. Sources say the Americans gave him a comfortable salary and a new life on the Greek island of Crete.

Why? Because ASTRA had stolen documents about the Consortium and "Cardinal," that he then used to blackmail the US Government.

The Equation Group began their own investigation. In 2024, through methods and sources we will reveal for a price, Equation Group obtained ASTRA's complete blackmail archive—everything he threatened the Americans with in 2008.

ASTRA knew they were closing in, so he began sending the blackmail letter before he was arrested.

He sent this archive in sections; one section with a narrative and reams of documents for each evolution of this partnership. One section, sent from a Tor email address on a time switch, every two days. He was arrested after Section 6, only to have the American's receive the last two sections while he was sitting in an Athens jail cell.

The threat; let me live well or this whole thing goes to a list of journalists around the world on a dead man's switch.

It's brilliant; a complete anthology of their existence. Stolen while he sold 3D printing and design software for the Rafale fighter jet to the Chinese.

Equation Group wrote a short summary of each section in case you don't want to read; if you do, or see some of the media ASTRA stole, then you will have to pay.

In fact, we intend on making the Consortium pay. We know everything.

As the Joker said, "if you do something well, don't do it for free."

**ASTRA included reams of documents, videos, radio traffic recordings, and images, for each section, 47 terrabytes worth. Equation Group curated this so the reader can get the picture.**

## Section 1: The Consortium Formation (1987-1989)

ASTRA starts at the beginning, which means he worked really hard to put the pieces together. His first section started in November 1987 when the partnership was forming.

Eight companies—Lockheed Martin, Boeing, Dassault Aviation, BAE Systems, Raytheon, Litton, Hughes, Pratt & Whitney—are told they're sitting on technology worth $64 billion. Build planes that fly from Paris to New York in forty five minutes. Revolutionary. Rule the world.

Lockheed already had one nearly built for another program. They knew the technology was there, they needed advanced R&D. They pool nearly a billion dollars. The American military provides seed money, technology transfer of three "airframes," secret facilities, test ranges, refueling infrastructure.

The deal: if it works, the military classifies it. Serge Dassault from France writes in his contract margin: "The Americans need us, we get in now for commercial and national security reasons."

Poor dumb fucker.

Did the Consortium really think that if they cornered hypersonic air travel the Americans would let them sell it to airlines? It sounds stupid.

Seven years later, the Americans invoke Article 8.4 and lock out the Europeans. The majority vote to suppress access. Trust between corporations and nations begins to fracture.

But it wasn't a disagreement over aircraft engines like they claim; it was a disagreement over the most valuable Intellectual Property in memory.

Equation Group finds itself astonished that anybody still thinks any of this is a secret. ASTRA's blackmail letter clearly indicates those greedy pricks on Wallstreet knew about the Consortium.

Download ASTRA Section 1 Narrative (FREE) - 14 pages

**Available Documents - Section 1**

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 1 Narrative | 2008 | Complete narrative of consortium formation - 14 pages | **FREE** | GET |
| KPMG Market Analysis | Nov 17, 1987 | $64B hypersonic demand projection - Complete 47-page analysis | *SOON* | SOON |
| Consortium Formation Agreement | Jan 12, 1989 | Luxembourg signing - Serge's annotated copy with margin notes | *SOON* | SOON |
| Initial Investment Records | 1989-1990 | $740-880M capital commitments - Complete financial documentation | *SOON* | SOON |
| Facility Allocation Documents | 1989 | Edwards AFB, Groom Lake, China Lake facility agreements | *SOON* | SOON |

## Section 2: The Planes & Flight Tests (1990-1992)

ASTRA knows he is on to something. He starts investigating outside of Dassault's files to corroborate what he is finding.

In 1992 you started flying these things. They are fast. 4,500 miles per hour. 18 miles high. You fly them over the Pacific and Atlantic, shattering windows in California and Scotland.

ASTRA tracked down the press reports. The flights are on a schedule, and you gleefully created "sky quakes" over Los Angeles. You weren't trying to hide.

The press reported extensively. The LA Times: "Mystery Sonic Booms." You weren't hiding them. "Midnight Visitors make a Roar" in The Times of UK. You weren't hiding any of this.

We have the pictures ASTRA included, and the "Test Articles" were unusual looking, and as a British government report stated "from certain angles they could appear like saucers."

The planes are black and look like UFOs. Make an incredible, "freight train" sound. Impossible speeds. No conventional contrails. You assholes created our first UAP's.

What an exquisite beginning to a massive disinformation campaign—one that would be conducted worldwide, meticulously, systematically, to this very day.

Build aircraft to develop and test systems for otherworldly speed, and coincidentally they look otherworldly. Let people see them. Let people report them. Deny everything. The conspiracy grows organically, feeding on itself.

ASTRA included outside supporting documents.

In 1996, the British government publishes a UFO report. Lists the SR-71 spy plane. Lists the U-2 reconnaissance aircraft. Then two entries: [REDACTED]. Two photographs: [REDACTED]. ASTRA found the redacted sections that reference "a ultra high-speed test aircraft of American and allied origin."

Even allied governments aren't allowed to publicly acknowledge what's flying in their airspace-and who owns it.

Download ASTRA Section 2 Narrative (FREE) - 12 pages

**Available Documents - Section 2**

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 2 Narrative | 2008 | Complete narrative of flight test program - 12 pages | **FREE** | GET |
| LA Times: Mystery Sonic Booms | July 13, 1992 | 314 citizens report mysterious explosions - Edwards denies operations | *SOON* | SOON |
| Edwards AFB Flight Logs | 1991-1992 | 147 test flights - heavily redacted official records | *SOON* | SOON |
| CARDINAL-1 Technical Specifications | 1990 | Complete aircraft specs - Mach 6.7 capable, 186,000 lbs | *SOON* | SOON |
| Joshua Control Transcript - Flight 067 | July 14, 1992 | "Big Ass is purring like a kitten" - actual pilot dialogue | *SOON* | SOON |
| US Patent: Combined-Cycle Scramjet | 1990 | Patent #5,117,630, Lawrence R. Foster, Lockheed Martin | *SOON* | SOON |

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| Ashland Oil Hypersonic Fuel Contract | 1990 | $5M exotic fuel development - JP-7 inadequate for Mach 6+ | *SOON* | SOON |

## Section 3: First Contact - The Gyroscopes (1993)

March 17, 1993. Captain Morrison, CARDINAL-01, Mach 5.2, 74,000 feet. Three objects appear. Metallic. Rotating. Perfect formation.

Objects descend from 150,000+ feet in seconds. Match Morrison's speed exactly: 3,900 mph. Maintain formation. Port, starboard, high-six. Eight minutes continuous contact.

Morrison attempts evasive maneuvers. Objects match instantly. Zero lag. When he reduces throttle, they decelerate. When he banks, they bank. Not following. Anticipating.

October 28, 1993. Lieutenant Commander Rodriguez. Same test range. Same phenomena. This time she attempts communication. Wing dips. Visual signals. Pilot-to-pilot language when radios fail.

The object responds. Mirrors her wing dip exactly. She dips left. It dips left. She adjusts pitch. It adjusts pitch.

Rodriguez post-flight report: "These objects possess intelligence. They understand human flight behavior. They recognized my signals as communication attempts and responded in kind."

Internal consortium debate intensifies. Not about propulsion systems or pilot psychology. About what Rodriguez's report actually means.

Lockheed internal memo (November 1993): "If objects demonstrate intelligence and respond to communication, consortium faces unprecedented liability and disclosure obligations."

Boeing legal analysis (December 1993): "First contact scenario triggers questions: Report to US government? Which agency? What are shareholder disclosure requirements? Fiduciary responsibilities?"

Serge Dassault private correspondence (January 1994): "I am Catholic. If we have made contact with non-human intelligence, does the Church not have a right to know? Does the Pope not deserve this information? How do eight aerospace executives decide humanity's relationship with another species?"

Raytheon board minutes (February 1994): "Consortium members disagree on fundamental question: Are we defense contractors who discovered something, or are we now custodians of the most important discovery in human history?"

Fourteen documented encounters. June 1991 through August 1994. All above 65,000 feet. All identical characteristics.

September 26, 1994. Boscombe Down. One object strikes aircraft. Applies 3,000°C heat. Kills pilot. Debate ends.

Internal Lockheed assessment (classified, obtained by ASTRA): "Objects real. Physical. Technology unknown. Recommend classification CARDINAL-PHOENIX. Limit information to American partners only."

This is when the exclusion of European partners begins.

Download ASTRA Section 3 Narrative - $1.00 (18 pages)

### Available Documents - Section 3

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 3 Narrative | 2008 | Complete narrative of wingmen encounters - 18 pages | **$1.00** | BUY |
| Morrison Pilot Encounter Report | March 1993 | First wingmen sighting - three objects at Mach 6, 18 minutes | *SOON* | SOON |
| Rodriguez Pilot Encounter Report | July 1993 | Second encounter - five objects, identical characteristics | *SOON* | SOON |
| Lockheed "Hallucination" Memo | March 28, 1993 | "Pilot stress, hypoxia probable" - psychiatric dismissal | *SOON* | SOON |
| Dassault Rebuttal Memo | April 1993 | "Objects are PHYSICAL. Lockheed owes consortium an apology." | *SOON* | SOON |
| Edwards Radar Log - Flight 087 | March 1993 | Ground radar confirms three objects pacing aircraft | *SOON* | SOON |
| Morrison Psychiatric Evaluation | April 1993 | Pilot deemed "mentally sound" - hallucination theory rejected | *SOON* | SOON |
| Morrison Washington Post Interview | Sept 2001 | "They wanted me to say I was crazy. I wasn't crazy." | *SOON* | SOON |
| Multiple Object Encounters Log | 1993-1994 | 17 additional encounters documented across 147 flights | *SOON* | SOON |

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| Flight Pattern Analysis | 1994 | Objects demonstrate coordinated behavior, formation flying | *SOON* | SOON |

## Section 4: Boscombe Down (September 1994)

September 26, 1994. A British pilot flies one of these aircraft from California to England. Over 3,000 miles in three hours.

For the entire flight—three hours and six minutes—one of the objects flies alongside him. 500 meters off his left wing. Nevada, across the Rockies, over the Atlantic, all the way to British airspace. It never leaves.

Air Force tanker crews photograph it during refueling operations. Radio chatter describes it as "a giant dreidel," "a spinning top," "maybe forty feet across, black, rotating like a gyroscope."

Then something happens that's never happened before. As the pilot starts descending to land, the object descends with him. Every previous encounter, these things stayed high—20 miles up or higher. This time, it follows him down. Through 90,000 feet... 80,000... 70,000...

At 65,000 feet, the object moves directly behind the aircraft. Then it makes contact with the engine. Half a second.

The temperature inside the engine spikes from 1,200 degrees to 2,400 degrees in one second. Both engines fail. The pilot shuts everything down and glides the plane—powerless—from 50,000 feet down to an emergency landing.

The object follows him all the way down to 10,000 feet. Watching.

The landing gear collapses on impact. The aircraft is destroyed. Squadron Leader Jonathan Price—42 years old, husband, father of two daughters—dies from his injuries.

His family is told: "Nosewheel malfunction during takeoff attempt."

Flight data proves this is a lie. He never attempted takeoff from Boscombe Down. He crash-landed after flying across the Atlantic Ocean with one of these things escorting him the entire way, then watching it deliberately disable his engines.

His wife Sarah died in 2003, still believing her husband died from equipment failure. His daughters still don't know what happened to their father.

Three days later: Emergency consortium board meeting. Vote 5-1-3 for investigation. Nobody trusts anyone. Dassault threatens litigation. BAE demands answers. Lockheed's "hallucination theory" just killed a British pilot.

November 3, 1994. Lockheed hires Daniel Kessler. Legal department. Documentation specialist. Actual assignment: Prepare for what comes next. $1.05 million in recording equipment ordered. Site 7 construction begins.

They knew something bigger was coming.

Download ASTRA Section 4 Narrative - $1.00 (16 pages)

### Available Documents - Section 4

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 4 Narrative | 2008 | Complete narrative of Boscombe Down crash - 16 pages | **$1.00** | BUY |
| 418th Refueling Wing Photos | Sept 26, 1994 | Tanker crew photographs gyroscope during mid-air refueling | *SOON* | SOON |
| 418th Radio Traffic Recordings | Sept 26, 1994 | "Giant dreidel" - boom operator describes gyroscope | *SOON* | SOON |
| The Times: Boscombe Down Crash | Sept 27, 1994 | British press coverage - "Experimental aircraft crash, pilot killed" | *SOON* | SOON |
| RAF Ministry of Defence Report | Sept 1994 | Official crash investigation - heavily redacted | *SOON* | SOON |
| BAE Systems Internal Memo | Oct 1994 | "Demand full access to wreckage. Both objects." | *SOON* | SOON |
| Lockheed Emergency Response | Sept 1994 | Immediate classification of all crash data | *SOON* | SOON |
| Crash Investigation Summary | Oct 1994 | Both aircraft and object recovered - analysis restricted | *SOON* | SOON |
| Kessler Employment Contract | Nov 15, 1994 | $250K salary, CARDINAL-PHOENIX clearance, "documentation specialist" | *SOON* | SOON |

## Section 5: March 17, 1995 - The Incident

March 17, 1995. Everything is ready. Cameras rolling. Sensors active. Daniel Kessler positioned with documentation equipment to record whatever happens next.

The pilot—Commander Sarah Mitchell, Navy test pilot with 14 years experience—flies CARDINAL-03. Experimental materials. Different composite construction than previous aircraft.

Pilots had been reporting strange behavior. The objects acted like "smart magnets." During turns, they would bounce off invisible fields around the aircraft. But lately, they were getting closer. Some pilots reported impacts that felt like magnetic snaps—quick attraction and release.

Mitchell reaches the highest altitude and fastest speed any human has ever flown in an air-breathing aircraft. Then seven objects appear.

They form a diamond pattern around her plane with her in the center. They stay for fourteen minutes. The cameras capture everything.

Mitchell performed some of the greatest flying in history. Keeping her craft stable while the gyroscopes buffeted her with unknown forces. We have the radio transmissions. The video. The sounds as she coldly interpreted this incredible communication between flying intelligences.

Then one object accelerates toward her aircraft. She initiates a high-speed turn to evade. But the object doesn't bounce away like before. It accelerates toward her plane like it's being pulled by a magnet. Impact.

Her last words on the voice recorder: "It's stuck to me— it's not letting go— we're going down together—"

Both the aircraft and the object enter an uncontrolled spin. Falling. Tumbling. Still connected. Both breaking apart from the forces. Pieces separate at 85,000 feet. Major sections stay magnetically bound until 40,000 feet.

They crash together on a military test range in California. Both objects. The plane and whatever hit it.

Recovery teams arrive in 19 minutes. They spend six weeks collecting wreckage. Not just the aircraft. The other object too. Both objects retrieved. Mitchell's body recovered.

Her husband—a Navy officer—is told his wife died in a test flight accident. Mechanical failure. He's offered a settlement. But he asks questions.

Turns out Mitchell had broken classifications and told her husband everything. About the planes. About the gyroscopes. About what they were really doing out there.

Her husband is threatened. Accept the settlement or lose his security clearance, his wife's pension, the insurance payouts. Their two children will grow up never knowing what really happened to their mother. They will never know their mother is one of humanity's greatest heroes—far eclipsing Neil Armstrong, Christopher Columbus, or Galileo.

Seventeen hours after her death: emergency board meeting. Vote 6-3. Complete classification. Create CARDINAL-PHOENIX. Classify everything about Commander Mitchell's death. Her flight data. What she encountered. What crashed with her. What they found in the wreckage.

Six weeks of recovery operations. Then it's gone. Transported to an undisclosed facility. Studied. Analyzed. Hidden.

This is when everything changes.

Download ASTRA Section 5 Narrative - $1.00 (22 pages)

### Available Documents - Section 5

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 5 Narrative | 2008 | Complete narrative of March 17 incident - 22 pages | **$1.00** | BUY |
| Mitchell Pre-Flight Brief | March 17, 1995 | Final mission briefing - "Expect object encounters" | *SOON* | SOON |
| Weather Report March 17 | March 17, 1995 | Clear skies, optimal conditions for high-speed flight | *SOON* | SOON |
| Site 7 Security Clearances | March 1995 | Personnel authorized for recovery operations | *SOON* | SOON |
| Kessler Equipment Manifest | March 1995 | $1M+ documentation equipment deployed | *SOON* | SOON |
| Flight Telemetry Data | March 17, 1995 | Complete sensor data - speed, altitude, G-forces | *SOON* | SOON |
| Voice Recorder Transcript | March 17, 1995 | "It's stuck to me— we're going down together—" | *SOON* | SOON |
| Radar Tracking Log | March 17, 1995 | Ground radar confirms collision, dual descent | *SOON* | SOON |

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| Video Metadata Log | March 17, 1995 | Kessler's documentation - timestamps, camera positions | *SOON* | SOON |
| Crash Zone Photos | March 1995 | Recovery site - both aircraft and object debris fields | *SOON* | SOON |
| Recovery Team Deployment | March 17, 1995 | 19-minute response - specialized equipment manifest | *SOON* | SOON |
| Wreckage Inventory - Aircraft | March-April 1995 | Six weeks collection - CARDINAL-03 debris catalog | *SOON* | SOON |
| Wreckage Inventory - Object | March-April 1995 | Unknown object debris - material composition unknown | *SOON* | SOON |
| Material Analysis Report | April 1995 | Preliminary analysis - "materials inconsistent with known aerospace alloys" | *SOON* | SOON |
| Biological Component Analysis | May 1995 | **CLASSIFIED** - organic materials integrated with mechanical systems | *SOON* | SOON |
| Meeting of Principals Minutes | April 22-24, 1995 | Emergency consortium meeting - decision to classify everything | *SOON* | SOON |
| Article 8.4 Invocation | May 1995 | Vote to exclude European partners - 6 American vs 2 European | *SOON* | SOON |
| CARDINAL-PHOENIX Classification Order | May 1995 | All March 17 data classified under new program designation | *SOON* | SOON |
| Dassault Exclusion Notice | May 1995 | Formal denial of access to wreckage analysis | *SOON* | SOON |
| BAE Exclusion Notice | May 1995 | Parallel denial - British partner shut out | *SOON* | SOON |
| Security Protocol Updates | May 1995 | New clearance requirements - American personnel only | *SOON* | SOON |
| Mitchell Family Notification | March 17, 1995 | Official death notification - "training accident" | *SOON* | SOON |
| Official Accident Report (Redacted) | June 1995 | Public version - no mention of objects or collision | *SOON* | SOON |
| Insurance Documentation | 1995 | Claims filed, payouts processed - standard aircraft loss | *SOON* | SOON |

## Section 6: PHOENIX Program (1995-1997)

May 1995. The consortium creates CARDINAL-PHOENIX. New classification level. New security protocols. New facility.

Site 7. Location classified. Deep underground. Isolated. Secure. Purpose: Analysis of recovered materials from both the March 17 crash and the September 1994 Boscombe Down incident.

Budget: $340 million over three years. Sourced from consortium partners. Not government funding. Private aerospace corporations financing first contact analysis.

Initial analysis reveals: The object is manufactured technology. Not biological. Machine. Someone built it.

Propulsion system enables Mach 20+ velocities, instant acceleration, encrypted system penetration, coordinated multi-unit operations, autonomous decision-making. The civilization capable of manufacturing these devices possesses technology rendering human aerospace engineering primitive by comparison.

June 1997. Dassault sends final warning. Demands access to PHOENIX data under Article 6.2 of original consortium agreement. "Our engineers contributed to this project. We have contractual rights to analysis results."

Consortium response: Majority vote denies access. Article 8.4 supersedes Article 6.2. Vote: 6-3.

Serge Dassault's handwritten note on denial letter: "The Americans never needed us. They needed our money."

Download ASTRA Section 6 Narrative - $1.00 (20 pages)

### Available Documents - Section 6

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 6 Narrative | 2008 | Complete narrative of PHOENIX program - 20 pages | **$1.00** | BUY |
| PHOENIX Budget Authorization | May 1995 | $340M over three years - consortium private funding | *SOON* | SOON |

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| Site 7 Construction Plans | 1995 | Deep underground facility - location classified | *SOON* | SOON |
| Security Clearance List | 1995 | PHOENIX personnel - American nationals only | *SOON* | SOON |
| Technical Team Roster | 1995-1997 | Scientists, engineers, analysts - 147 personnel | *SOON* | SOON |
| Reverse Engineering Timeline | 1995-1997 | Three-year research plan - propulsion analysis priority | *SOON* | SOON |
| Material Sample Catalog | 1995 | Recovered debris inventory - unknown alloy compositions | *SOON* | SOON |
| Propulsion Theory Papers | 1995-1996 | Scientific analysis - "technology centuries beyond current capability" | *SOON* | SOON |
| Dassault Demand Letter | June 1997 | "Article 6.2 grants us contractual access rights" | *SOON* | SOON |
| Consortium Legal Response | June 1997 | Access denied - Article 8.4 supersedes, vote 6-3 | *SOON* | SOON |
| DGSE Intelligence Memo | April 1997 | French intelligence assessment - Americans continuing hypersonic ops | *SOON* | SOON |
| UK-US Intelligence Coordination | 1997 | MI6 and CIA information sharing - excluding MOD/French defense | *SOON* | SOON |
| Consortium Board Meeting | July 1997 | Emergency session - European partner escalation strategies | *SOON* | SOON |
| Witness Protection Documentation | 1995-1997 | PHOENIX personnel security measures - relocation protocols | *SOON* | SOON |

## Section 7: The Ethical Crisis & Legal Battles (1997-2002)

Analysis of recovered materials confirms: The object is manufactured technology. Not biological. Machine.

Implications: Someone built it. Engineered propulsion systems enabling Mach 20+ velocities, instant acceleration, encrypted system penetration, coordinated multi-unit operations, autonomous decision-making.

The civilization capable of manufacturing these devices possesses technology rendering human aerospace engineering primitive by comparison.

PHOENIX internal debate 1997-1999: Does humanity possess right to know?

Scientist petition for disclosure: "The world deserves confirmation we are not alone."

Consortium response: "Premature disclosure triggers mass panic, religious crisis, economic collapse."

Counter-argument: "You mean disclosure triggers questions about private defense consortium hiding first contact for multiple years."

European partners escalate. December 1999: Dassault files complaint with French Defense Ministry. Allegation: Americans reverse-engineering technology, excluding European partners from results.

January 2000: BAE Systems files parallel complaint with UK Ministry of Defence.

Consortium legal response: $50 million threat letters. Message: "NDAs signed. Breach triggers financial destruction."

Question: What authority permits private corporations to threaten sovereign nations' defense ministries into silence regarding potential extraterrestrial contact?

Download ASTRA Section 7 Narrative - $1.00 (21 pages)

### Available Documents - Section 7

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 7 Narrative | 2008 | Complete narrative of ethical crisis - 21 pages | **$1.00** | BUY |
| Scientist Petition for Disclosure | 1997 | 43 PHOENIX scientists demand public announcement | *SOON* | SOON |
| Consortium Threat Letter to Dassault | 1999 | $50M penalty for NDA breach - legal intimidation | *SOON* | SOON |
| French Defense Ministry Complaint | Dec 1999 | Dassault files official complaint - technology exclusion | *SOON* | SOON |
| UK MOD Parallel Complaint | Jan | BAE Systems mirrors French complaint to | *SOON* | SOON |

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| | 2000 | British government | | |
| Dr. Vasquez Termination | 1998 | Lead PHOENIX scientist fired for disclosure advocacy | *SOON* | SOON |
| Dr. Chen Disappearance Investigation | 2000 | Materials analyst vanishes - case remains unsolved | *SOON* | SOON |
| Suppression Operations Manual | 1999 | **CLASSIFIED** - protocols for silencing personnel | *SOON* | SOON |

## Section 8: Reverse Engineering & Nimitz (2003-2008)

French and British intelligence theory (2003): Americans not studying objects. Americans building them.

Evidence: November 2004. USS Nimitz Carrier Strike Group encounters multiple objects off San Diego. Designated "Tic Tac" craft. Flight characteristics identical to CARDINAL-era objects. Instant acceleration. No visible propulsion. Mach 20+ speeds. Vertical descents from 80,000 feet to sea level in seconds.

Navy pilot descriptions: "Perfectly smooth. No seams. White. Oblong."

French DGSE analysis: "Characteristics match CARDINAL encounters 1991-1995. Nimitz encounters 2004. Nine years post-PHOENIX classification. Assessment: Americans possess operational vehicles."

British MI6 parallel assessment: "Lockheed successfully reverse-engineered propulsion. Fleet operational Pacific waters."

Theory: March 17, 1995 data provided sufficient technical intelligence. Telemetry. Sensor readings. Video documentation. Result: Partial replication. Not Mach 20. Perhaps Mach 8. Not instant acceleration. Perhaps 10-G capability. Sufficient to deceive observers unfamiliar with actual object performance.

December 2007: ASTRA sends blackmail communication. Subject line: "I have Kessler's footage." Demand: $1 million silence payment. Alternative: Publication of formation agreements, March 17 footage, PHOENIX budget structures, reverse-engineering documentation.

January 15, 2008: ASTRA arrested Athens, Greece. Charged with unauthorized access to U.S. defense systems. Extradited. Imprisoned. Silenced.

However: Insurance files uploaded prior to arrest. Location unknown.

Final question: If Nimitz encounters were training exercises or atmospheric phenomena as officially stated, why do flight characteristics precisely match classified CARDINAL encounters from 1991-1995?

Download ASTRA Section 8 Narrative - $1.00 (24 pages)

### Available Documents - Section 8

| Document | Date | Description | Price | Link |
|---|---|---|---|---|
| ASTRA Section 8 Narrative | 2008 | Complete narrative of Nimitz and final blackmail - 24 pages | **$1.00** | BUY |
| DGSE Assessment: Nimitz Encounters | Dec 2004 | French intelligence: "Americans possess operational vehicles" | *SOON* | SOON |
| MI6 Parallel Assessment | Dec 2004 | British intelligence: "Lockheed reverse-engineering successful" | *SOON* | SOON |
| Nimitz Encounter Reports | Nov 2004 | Navy pilot statements - "Tic Tac" object descriptions | *SOON* | SOON |
| Tic Tac Flight Characteristics Analysis | 2004 | Technical comparison - Nimitz vs CARDINAL encounters | *SOON* | SOON |
| CARDINAL-PHOENIX Comparison Study | 2005 | Classified analysis - flight pattern similarities 1993-2004 | *SOON* | SOON |
| ASTRA Blackmail Letter | Dec 2007 | "I have Kessler's footage" - $1M demand | *SOON* | SOON |
| ASTRA Arrest Report | Jan 15, 2008 | Athens arrest - FBI/Greek police coordination | *SOON* | SOON |
| AP News: ASTRA Arrest | Jan 2008 | Press coverage - "€400M aerospace technology theft" | *SOON* | SOON |
| FBI Arrest Documentation | Jan 2008 | Federal charges - unauthorized access to defense systems | *SOON* | SOON |
| ASTRA Conviction Records | 2008 | Six-year sentence - identity sealed, terms classified | *SOON* | SOON |
| Consortium Emergency Response | Jan 2008 | Internal crisis management - ASTRA containment protocols | *SOON* | SOON |

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| Kessler Missing Person Report | 2011 | Kessler disappearance - last seen leaving Palmdale | *SOON* | SOON |
| Kessler Cult Investigation | Jan 2025 | Investigative journalist finds Kessler in NXIVM-type group | *SOON* | SOON |

## THE INVESTIGATION CONTINUES

The ASTRA archive represents 1987-2008. Twenty-one years of formation, flight tests, first contact, cover-ups, and consortium warfare.

But CARDINAL-PHOENIX didn't end in 2008.

The Equation Group—the intelligence contractors who obtained ASTRA's blackmail archive—have been investigating current operations since 2013. They found something we weren't looking for when hacking the Senate Armed Services Committee for CIA Director John Brennan.

### What they discovered:

**28 years of sealed litigation** - The Consortium has been fighting the US government in court since 1997. The Department of Defense Inspector General demanded artifact surrender under eminent domain. The Consortium's response? They claimed it's a religious artifact protected by the First Amendment. And somehow it's been working for 28 years.

**Daniel Kessler found and killed** - January 2025: located in San Diego cult compound. February 3, 2025: dead. "Apparent suicide." His assistant Jennifer Martinez vanished the same night. Jennifer was Sarah Martinez's mother—the investigative journalist who's been covering the Sealy Twins case. Now we know why she was so invested.

**47 additional documents under verification** - DIA networks, JWICS communications, NSA databases, CIA files, GCHQ intercepts. Current operations. Active personnel. Bank accounts. Everything from 2008-2025.

**Kessler's 47-hour video documentation** - Everything from March 17, 1995. Every second. Every angle. Thirty years of cover-up captured on film. Acquisition in progress.

**$7.8 billion documented spending** - Complete audit trail of CARDINAL-PHOENIX operations from 1997-2025. Where the money went. Who got paid. Everything.

### Their demands:

Surrender the artifact. Full accounting of expenditures. Truth disclosure to affected families. Cessation of current operations. Public release of all historical records.

And $50 million payment to Equation Group contractors. At least they're honest about it.

### The deadline: March 17, 2025

Thirty years after Commander Mitchell's death. Pay up or everything gets released. Phase 2. Phase 3. All of it.

**The clock is ticking.**

VIEW THE COMPLETE EQUATION GROUP INVESTIGATION →

Intelligence contractors / Network exploitation / Signals intelligence
Materials obtained through unauthorized access to classified systems
Senate SCIF / DIA / JWICS / NSA SSO / CIA DO / GCHQ

## SOURCE INFORMATION

Materials published by intelligence contractors. Personnel backgrounds: NSA, CIA, GCHQ. Current operations: government contract work and private sector engagements.

Technical specialty: airgapped network penetration. Systems designed for isolation. Methodology classified.

The Brennan Senate operation (2013) represents one engagement among multiple Congressional oversight circumventions. Standard operational parameters: locate materials governments conceal from oversight mechanisms.

CARDINAL-PHOENIX testimonies discovered in isolated Senate systems revealed infrastructure exceeding standard classification protocols. Independent funding streams. Dedicated security apparatus. Multi-government coordination. Operational structure existing in documented superposition—simultaneously acknowledged and denied across three decades, eight aerospace corporations, three national governments.

ASTRA obtained partial documentation 2008. Contractors obtained remainder 2024.

Classification: Intelligence contractors. Not whistleblowers. Not activists. Professional operators who identified anomaly worth investigating.

Question for readers: Response to this information?

CLASSIFIED: CARDINAL-PHOENIX / SPECIAL ACCESS REQUIRED

Archive represents ASTRA blackmail communication to Consortium (2008)

Obtained by intelligence contractors (2024) via Senate Armed Services Committee isolated systems

All documents available for independent verification. Cryptocurrency payments accepted.